

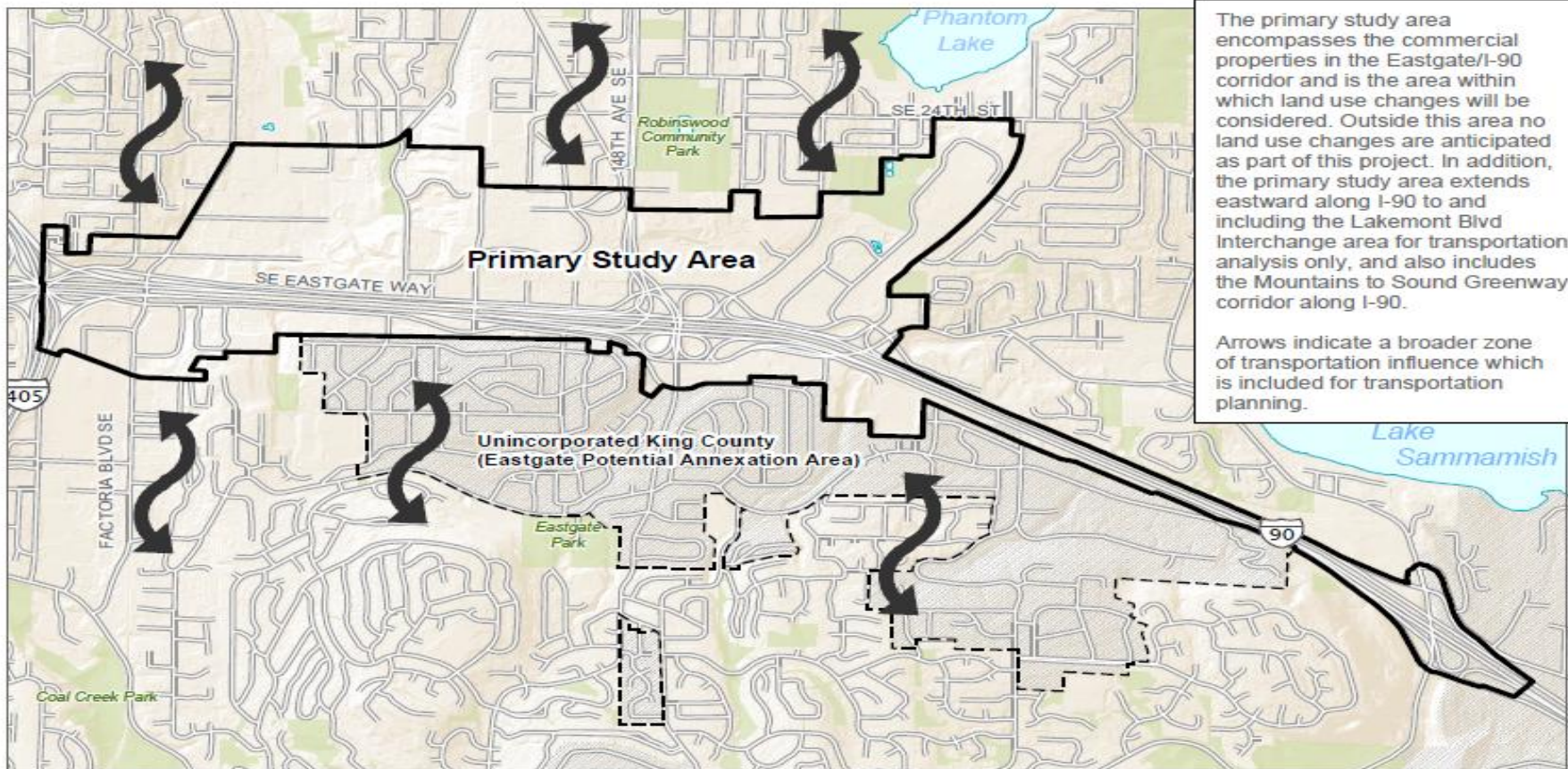
Eastgate/I-90

Land Use & Transportation Project

Bellevue City Council

January 17, 2012

- 1. Overview**
- 2. Informing the Vision – Outreach & Analysis**
- 3. Land Use Vision & Strategies**
- 4. Transportation Vision & Strategies**
- 5. Traffic Assessment**
- 6. Next Steps**



The primary study area encompasses the commercial properties in the Eastgate/I-90 corridor and is the area within which land use changes will be considered. Outside this area no land use changes are anticipated as part of this project. In addition, the primary study area extends eastward along I-90 to and including the Lakemont Blvd Interchange area for transportation analysis only, and also includes the Mountains to Sound Greenway corridor along I-90.

Arrows indicate a broader zone of transportation influence which is included for transportation planning.



City of
Bellevue



Scale bar: 0 to 2,000 feet

Eastgate/I-90 Land Use and Transportation Project Map

Approved by the Bellevue City Council on February 1, 2010

V:\City\EastgateStudy\arcgis\eastgateStudy\USTrans_a.mxd

Plot Date: 2/4/2010

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.

IT Department



Eastgate/I-90

Land Use & Transportation Project

Overview

1. **Recognize fiscal constraints**
2. **Economic vitality / mobility**
3. **Neighborhood-oriented services / businesses**
4. **Linkages with Bellevue College**
5. **Land use and transportation integration / TOD potential**
6. **Transportation infrastructure / multi-modal system**
7. **Connectivity – motorized and non-motorized**
8. **Environmental sustainability**
9. **Urban design quality and coherence / MTS Greenway**
10. **Performance of state facilities (I-90)**



Jan 17 Meeting – Preferred alternative & implementation strategies.



	Nov-Dec 2010	Jan-Feb 2011	Mar-Apr 2011	May-Jun 2011	Jul-Aug 2011	Sep-Oct 2011	Nov-Dec 2011	2012
CAC	Background & Context	Issues & Opportunities Land Use, Transportation, Urban Design, Environment		Identification and Analysis of Alternatives		Development of Preferred Alternative	Final Report	Comprehensive Plan and Development Code Amendments
Outreach	<div><div></div><div>Community Briefings</div><div></div><div>Open Houses</div></div>							
Reporting	Regular Briefings to Transportation Commission & Planning Commission Regular Briefings to City Council							





Informing the Vision – Community Outreach



Eastgate/I-90
Land Use & Transportation Project

Institutional Involvement

Microsoft®



.. **T** .. Mobile ..



EMBASSY SUITES
HOTELS®



Quantum.

clarisonic



OFFICETEAM®



Honda Auto Center of Bellevue



Eastgate/I-90
Land Use & Transportation Project

Corporate Outreach



Open House 3



HOA Meeting



Open House 4



Open House 3



Outreach Ride



Open House 3



Open House 1



Economic Forum



Open House 2



Eastgate/I-90
Land Use & Transportation Project

Community Outreach

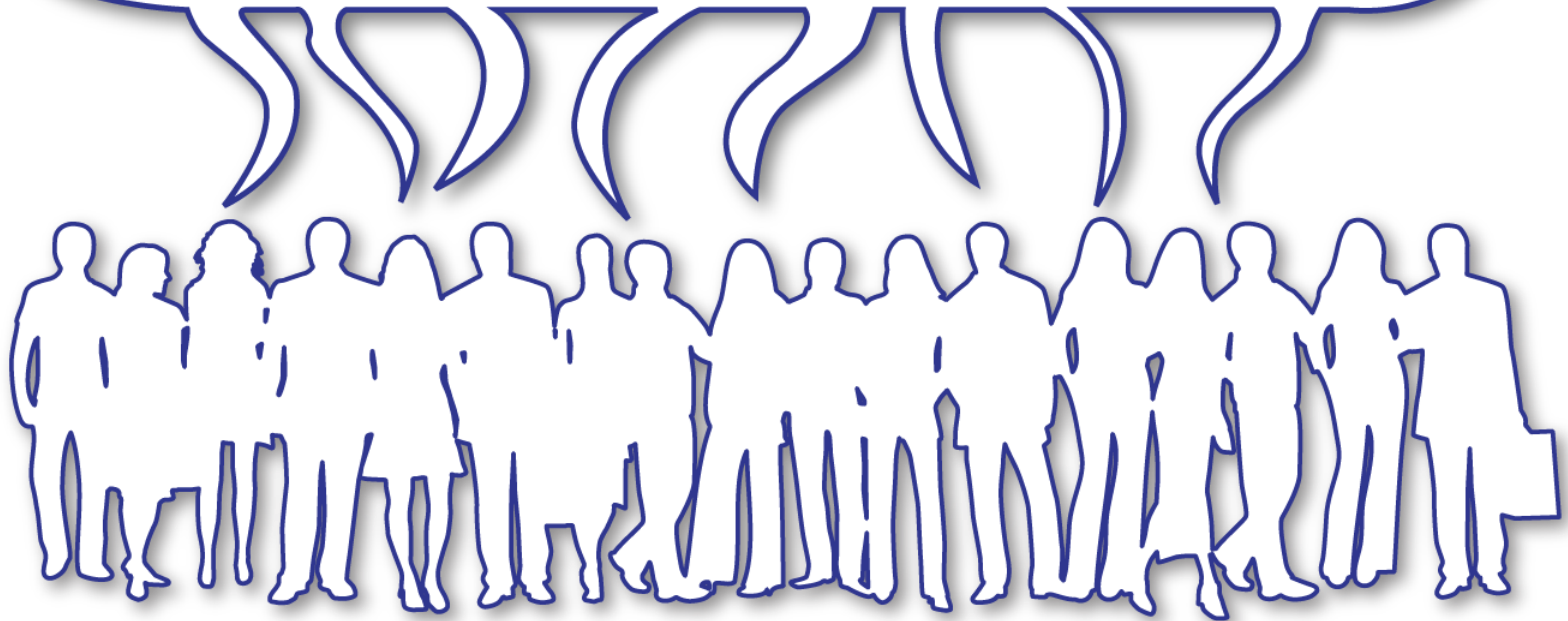
A blue line-art illustration of a diverse group of people standing together, holding hands, under a stylized sun or moon. The figures are simple outlines, representing various ages and genders. Above them are several curved, flame-like shapes, suggesting a bright, warm light source. The entire illustration is rendered in a single blue color on a white background.



What do you like?

Shopping Choices
Traffic
Freeway Access
I-90
Noisy
Sidewalks

Street Appearance
Car Dealerships
Limited Transit Service
Eastgate Way
Grocery
Dining Options
150th Ave
148th Ave
Freeway
Newport Way
Interchanges
Bicycling Accommodation
I-405
Rush Hour
Microsoft Traffic
Speeding
Noisy



Eastgate/I-90
Land Use & Transportation Project

What don't you like?



Informing the Vision – Technical Analysis

EASTGATE I-90 LAND USE & TRANSPORTATION PROJECT

Existing Conditions Inventory



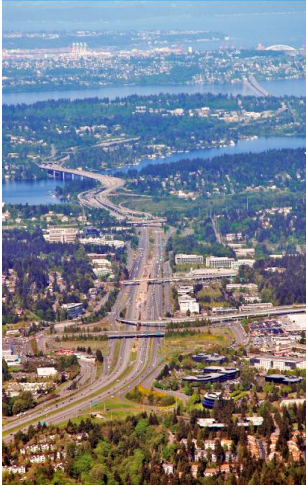
CITY OF BELLEVUE

SUMMER 2010

Department of Planning and Community Development
Department of Transportation



Eastgate/I-90 Land Use & Transportation Project

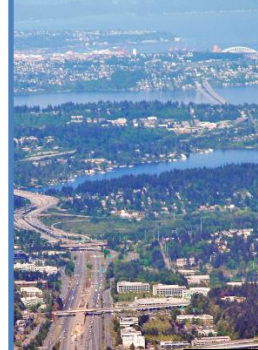


Economic
Development Forum
Summary Report

Prepared by the
Transportation and
Planning & Community
Development Departments,
Summer 2010



Eastgate/I-90 Land Use & Transportation Project



On-Line Questionnaire
Summary Report

Final Report

Eastgate Preliminary Screening Analysis

Project # 20090069

December 2009

Prepared for:



City of Bellevue
450 110th Ave. NE
P.O. Box 90012
Bellevue, WA 98009

Prepared by:



Pertec inc.
505 Fifth Avenue S, Suite 210
Seattle, WA 98104



Development Opportunities in the Eastgate/ I-90 Corridor

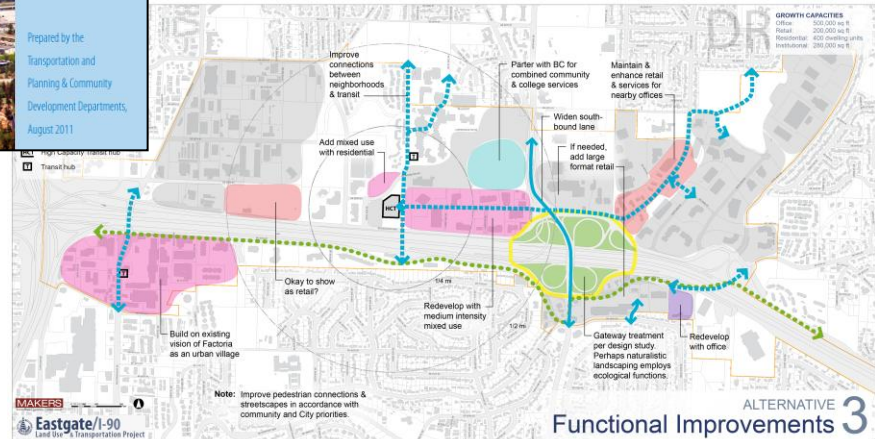
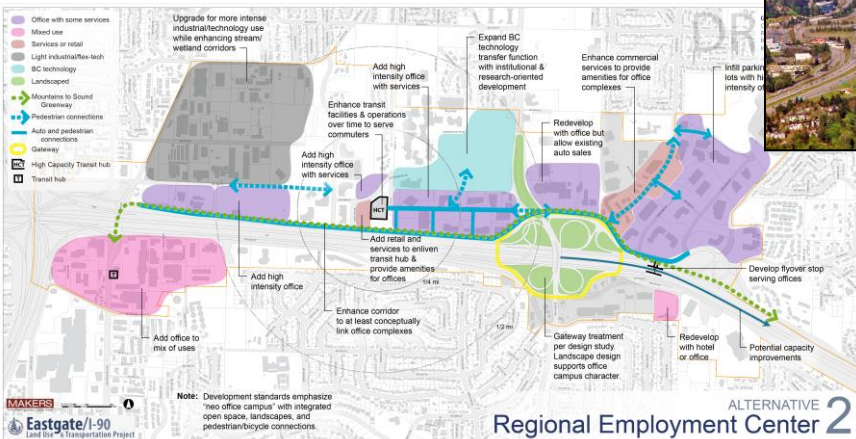
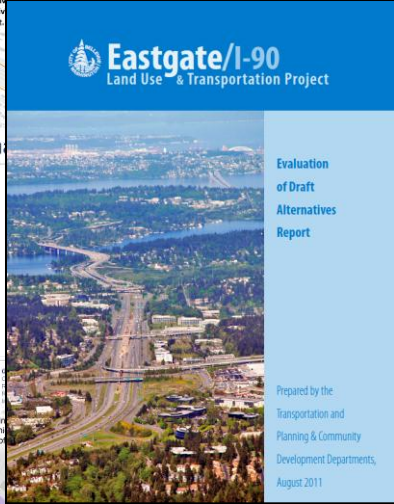
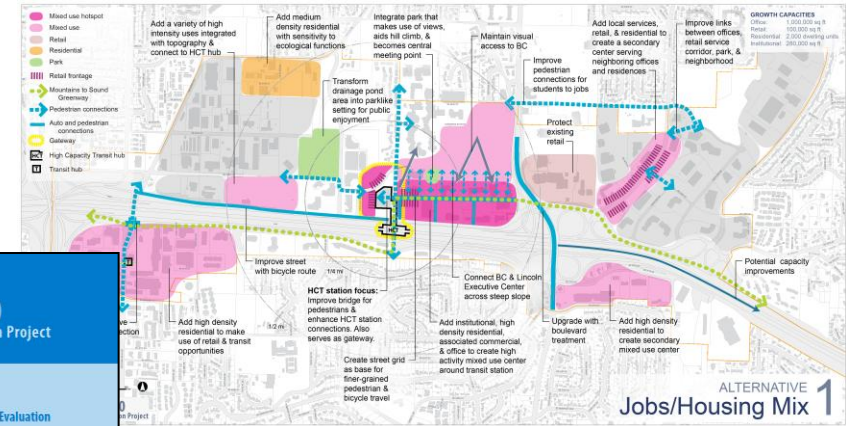
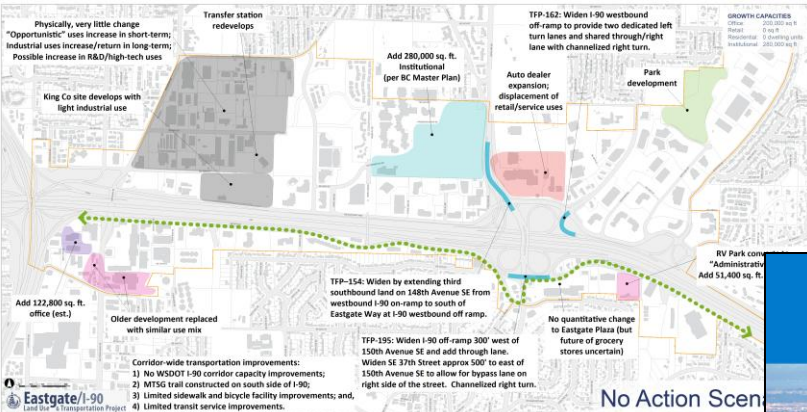
Prepared for the City of Bellevue

June 7, 2010



Eastgate/I-90 Land Use & Transportation Project

Background Reports

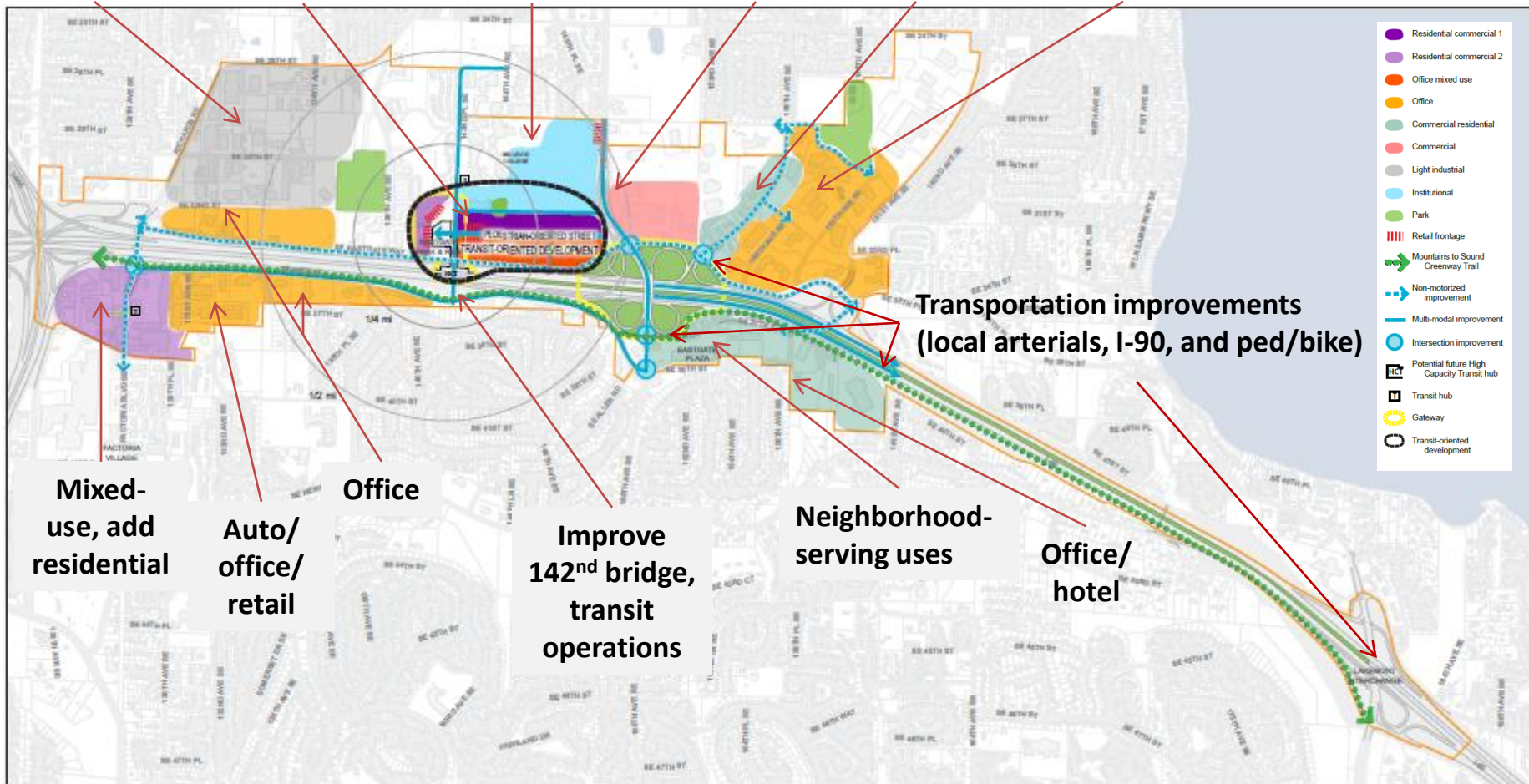


Eastgate/I-90

Land Use & Transportation Project

Draft Alternatives

Light industrial/flex-tech Transit-Oriented high-activity hub Bellevue College connections Auto/retail/office Retail services Increased office use



Eastgate/I-90
Land Use & Transportation Project

**Preliminary
Preferred Alternative**



Land Use Vision



Transit-oriented mixed-use focal point

Economic vitality

*Neighborhood-
serving retail*

Visual character

Bellevue College

*Environmental
sensitivity*

- Mix of uses
- Increased FAR & Height
- Pedestrian amenities
- Walkable environment
- Connection to Bellevue College
- Transit focus & integration



Transit-Oriented Development Features



Eastgate/I-90
Land Use & Transportation Project

Establish TOD Center



**Transit-oriented
mixed-use focal point**

Economic vitality

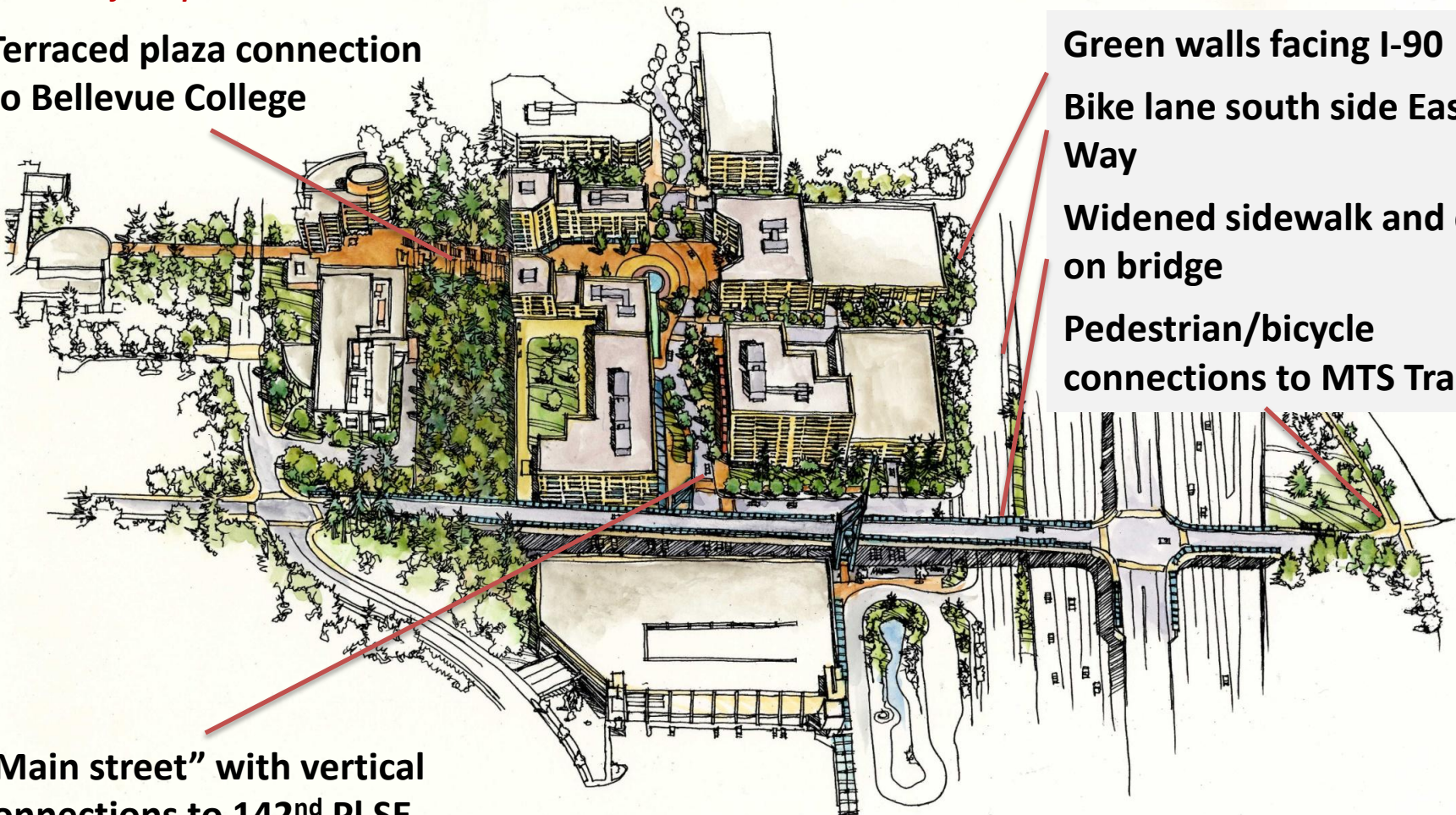
**Neighborhood-
serving retail**

Visual character

Bellevue College

**Environmental
sensitivity**

**Terraced plaza connection
to Bellevue College**



Green walls facing I-90

**Bike lane south side Eastgate
Way**

**Widened sidewalk and cover
on bridge**

**Pedestrian/bicycle
connections to MTS Trail**

**"Main street" with vertical
connections to 142nd PI SE**

Establish TOD Center



Transit-oriented mixed-use focal point



Economic vitality



Neighborhood-serving retail



Visual character



Bellevue College



Environmental sensitivity

- Range of economic uses – office, retail, industrial
- Captures identified market demand
- Promotes redevelopment



Development Opportunities in the
Eastgate/ I-90 Corridor

Prepared for the City of Bellevue

June 7, 2010



Industrial



Retail



Office

Responds to market needs



Eastgate/I-90
Land Use & Transportation Project

Economic Vitality



Transit-oriented mixed-use focal point



Economic vitality



Neighborhood-serving retail



Visual character



Bellevue College



Environmental sensitivity

- Vacant King County-owned parcel – approx 10 acres
- Only vacant site of significance in the study area
- Office envisioned as most appropriate use – 1.0 – 1.5 FAR, 8-12 stories





Transit-oriented mixed-use focal point



Economic vitality



Neighborhood-serving retail



Visual character



Bellevue College



Environmental sensitivity

- Eastgate Plaza serves neighborhoods; appears stable and healthy
- Retail serves employment uses and neighborhoods alike
- Integrate new small-scale retail close to office uses and at Bellevue College



Retail can serve neighborhoods and office uses alike



Eastgate/I-90
Land Use & Transportation Project

Neighborhood Serving Retail



Transit-oriented mixed-use focal point



Economic vitality



Neighborhood-serving retail



Visual character



Bellevue College



Environmental sensitivity

- Leverages Mountains-to-Sound Greenway theme; incorporates MTS Trail
- Eastgate interchange “gateway” landscaping
- Street greening opportunities
- TOD focus area
- Green buildings



Option: “Office Campus” look



Option: Naturalistic approach



Before



After

Visual character can be improved through landscaping, urban form, built environment



Eastgate/I-90
Land Use & Transportation Project

Visual Character



Transit-oriented mixed-use focal point



Economic vitality



Neighborhood-serving retail



Visual character



Bellevue College



Environmental sensitivity

- Connect with TOD center, strengthen visual presence from I-90
- Anchor 148th NE entrance with retail/institutional uses
- Pursue workforce development partnerships with Richards Valley, office uses



Bellevue College plays an important role in the corridor



Eastgate/I-90
Land Use & Transportation Project

Bellevue College



Transit-oriented mixed-use focal point



Economic vitality



Neighborhood-serving retail



Visual character

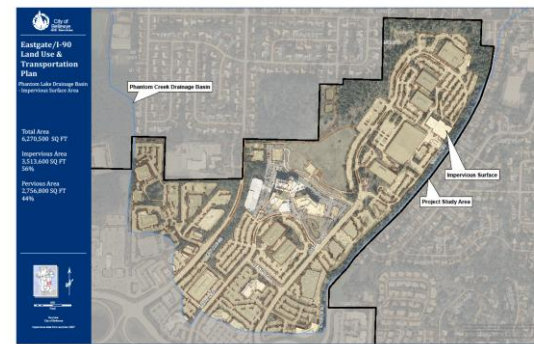


Bellevue College



Environmental sensitivity

- Enhance natural environmental features in Richards Valley
- Protect Phantom Lake from impacts of new development
- Promote sustainable site and building design (e.g., LEED, Built Green, Energy Smart)



New development should reflect environmental sensitivity



Eastgate/I-90
Land Use & Transportation Project

Environmental Sensitivity



❑ Policies, Regulations, and Standards

- Amendments (Comprehensive Plan, Land Use Code, Zoning Map)
- Design Guidelines
- SEPA Compliance
- Considerations
 - Existing concomitant zoning agreements
 - Timing/sequencing/phasing options

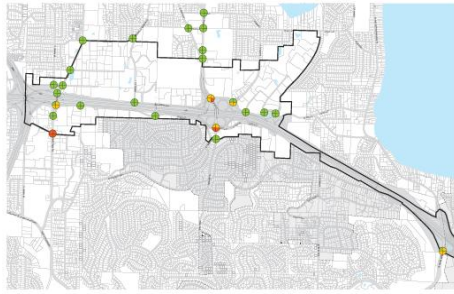
❑ Development Concepts

- Increased FARs and building heights to stimulate redevelopment, generally:
 - 2.0 FAR and 10-12 stories in TOD Center
 - 1.0-1.5 FAR and 8-12 stories on King County site
 - 0.75-1.0 FAR and 4-6 stories on most other office sites
- Increased development potential should yield public benefits
- TOD will have high quality urban design, pedestrian orientation, and strong transportation linkages





Transportation Vision



Travel Demand Analysis



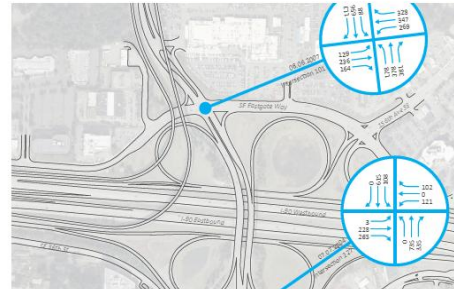
Delta Plots



Outreach



Micro-Simulations

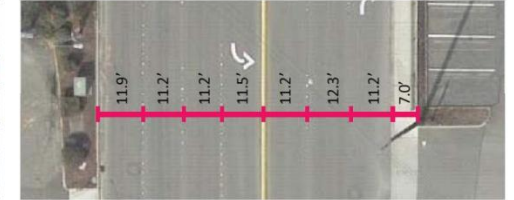


Turning Movements

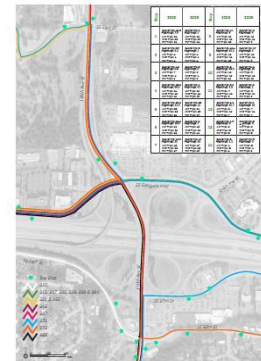


Dimensions of Area Under 142nd Ave SE Bridge

Field Work



Existing Road Geometry



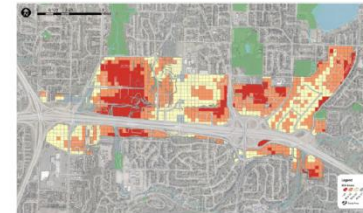
Route Productivity Analysis



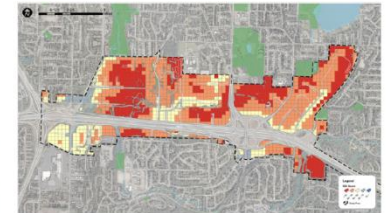
Coordination with Partners



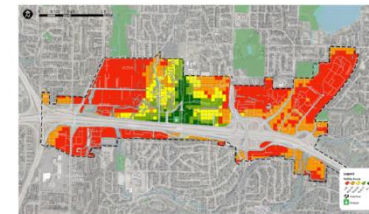
Flow Map Analysis



Non-Motorized RDI Score



Vehicular RDI Score



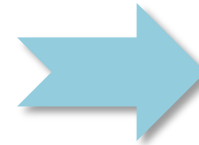
HCT ViaCity Score



Eastgate/I-90

Land Use & Transportation Project

Multi-Modal Assessment





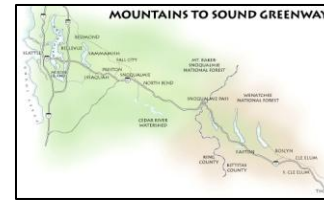
Arterial



Interstate



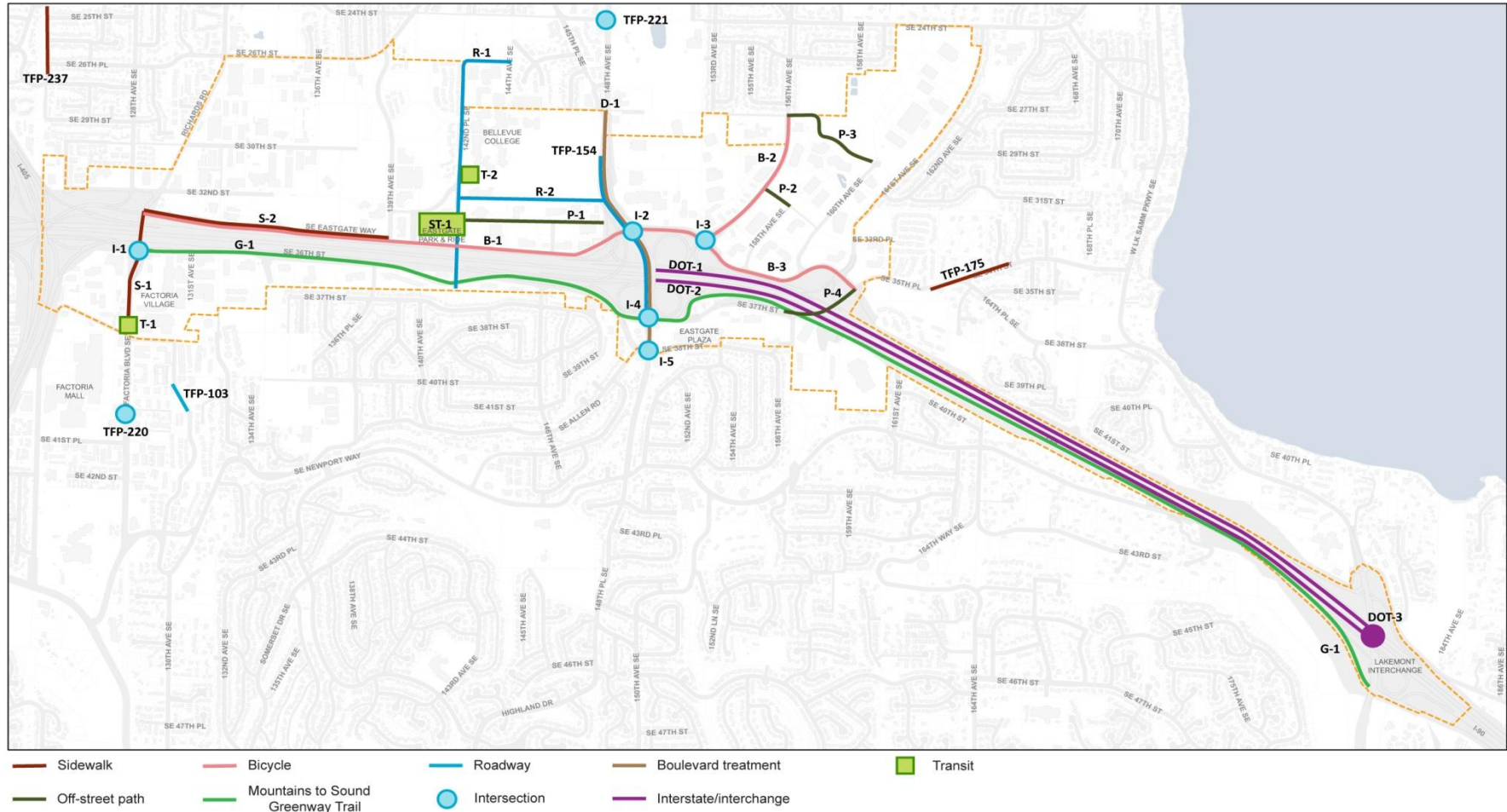
Transit



Greenway Trail



Ped/Bike



Eastgate/I-90
Land Use & Transportation Project

Transportation Projects



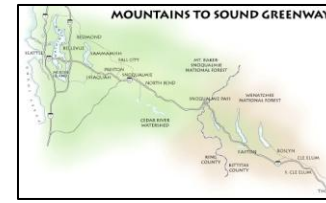
Arterial



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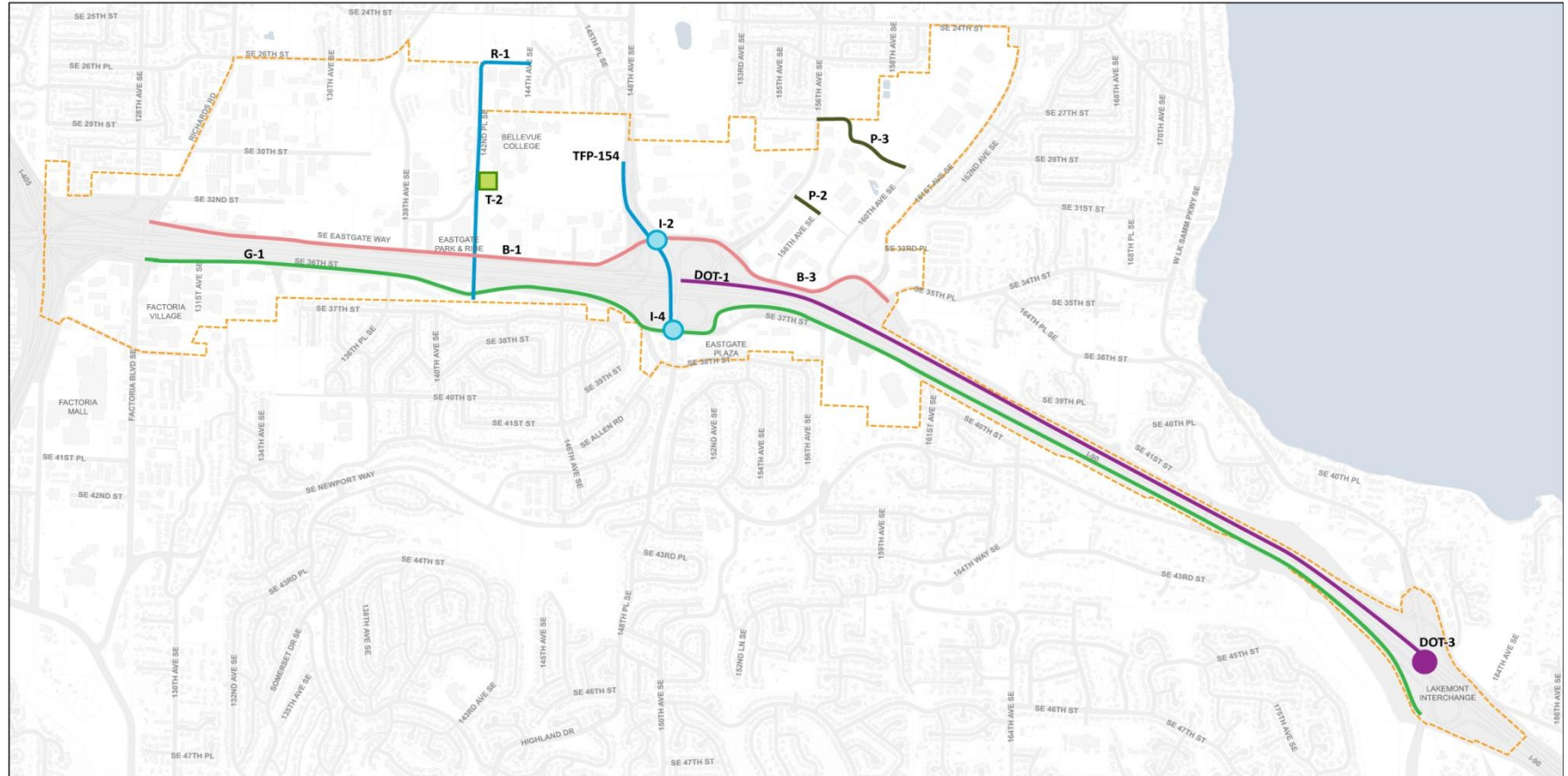
Transit



Greenway Trail



Ped/Bike



Eastgate/I-90

Land Use & Transportation Project

Highest Priority Projects



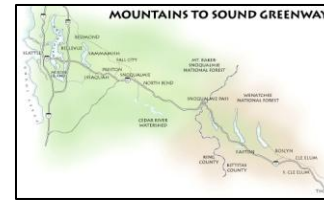
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Interstate



Transit

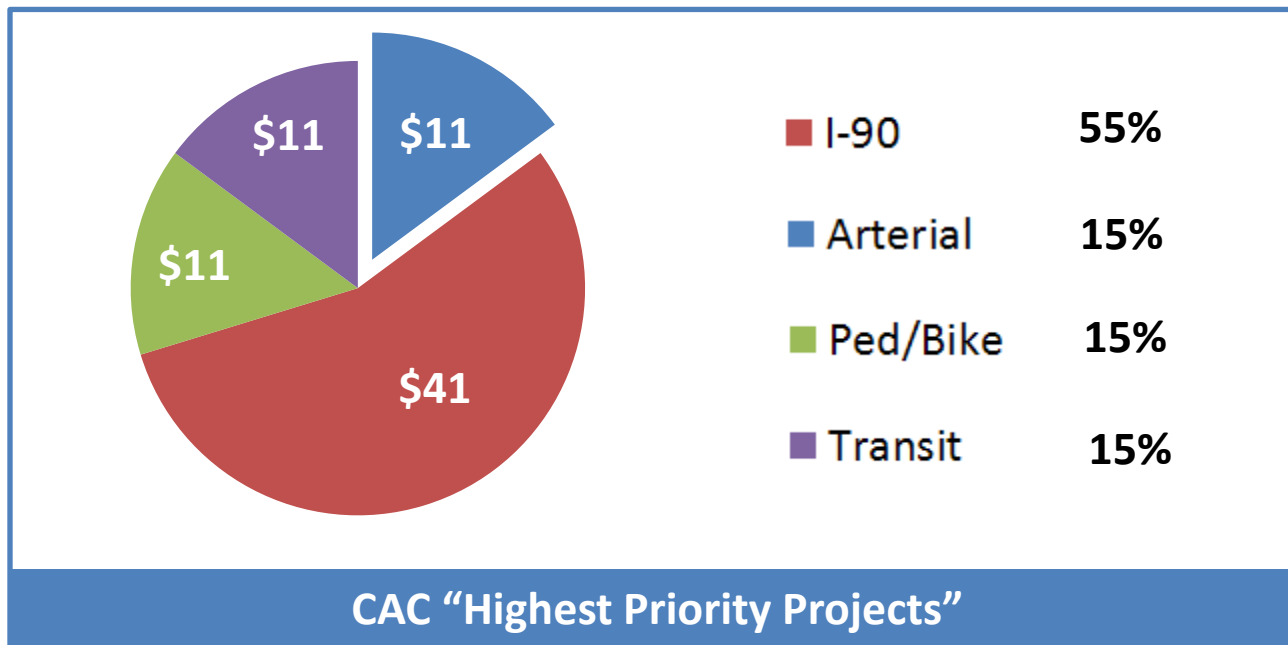


Greenway Trail



Ped/Bike

CAC vision is attuned to limited level of available resources for capital improvements. Big ticket items (eg. new I-90 crossings) were not included. The CAC's "highest priority projects" includes a balanced package of improvements (\$74M); the lion's share being WSDOT responsibility. The local arterial improvements are approximately \$11M (all but one of these is in the 2009-2020 TFP).





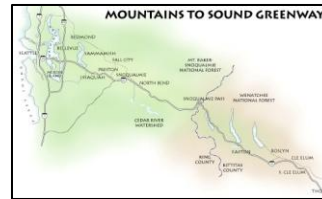
Arterial



Interstate



Transit



Greenway Trail



Ped/Bike

CAC vision addresses existing choke-point intersections with capacity improvements that will accommodate future traffic growth and result in measurable improvements over existing conditions. (eg. 150 Ave SE and EB I-90 Off-Ramp intersection experiences 28% reduction from 2009 conditions).



Elapsed time: 00:00



Elapsed time: 01:00



Elapsed time: 02:00



Elapsed time: 03:00

Wait time for northbound vehicles (cars & buses) on 150 Ave SE will improve.



Eastgate/I-90
Land Use & Transportation Project

Address “Choke-points”



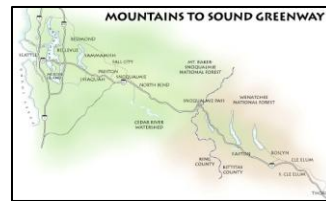
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Interstate



Transit

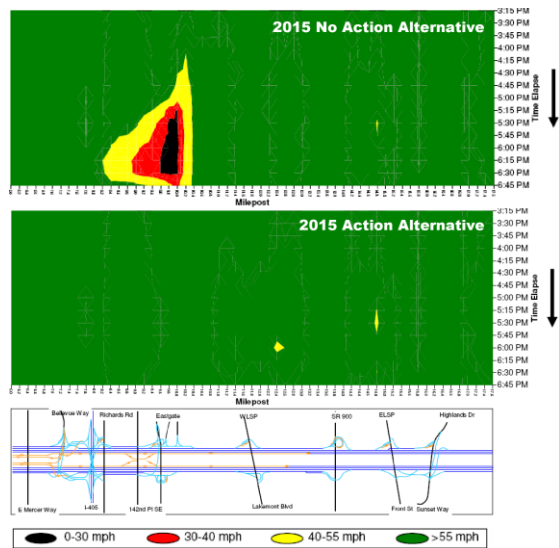


Greenway Trail

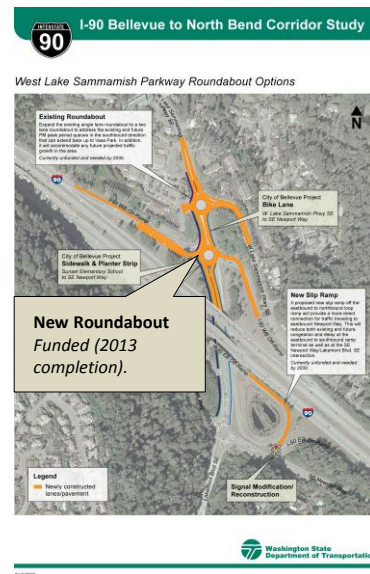


Ped/Bike

CAC vision is supportive of WSDOT concepts for I-90 & Lakemont Interchange. Construction of AUX lanes on I-90 will improve mainline operations and help minimize congestion on local arterials leading to on-ramps. Near term: I-90 WB off-ramp improvements at Lakemont interchange (2013).



I-90 EB Speed Profile w/o & w AUX



WSDOT Improvements for Lakemont



Eastgate/I-90
Land Use & Transportation Project

Interstate Improvements



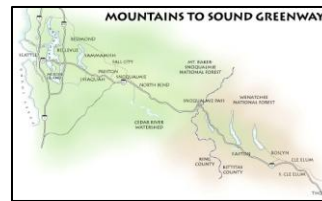
Arterial



Interstate



Transit

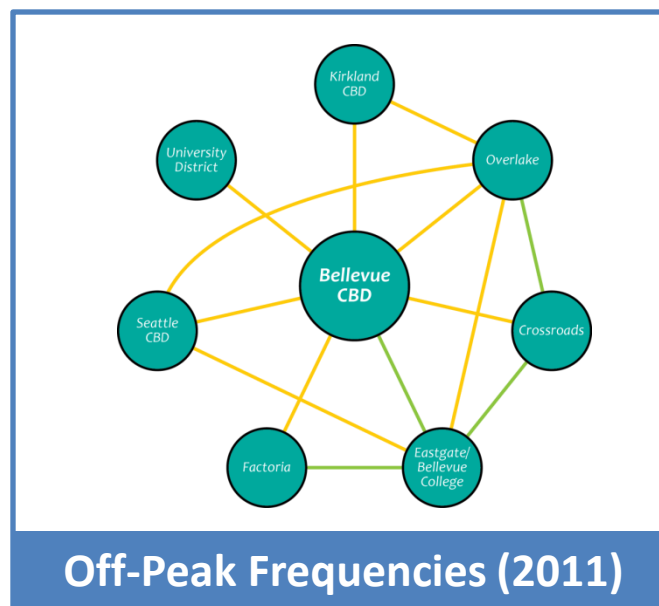
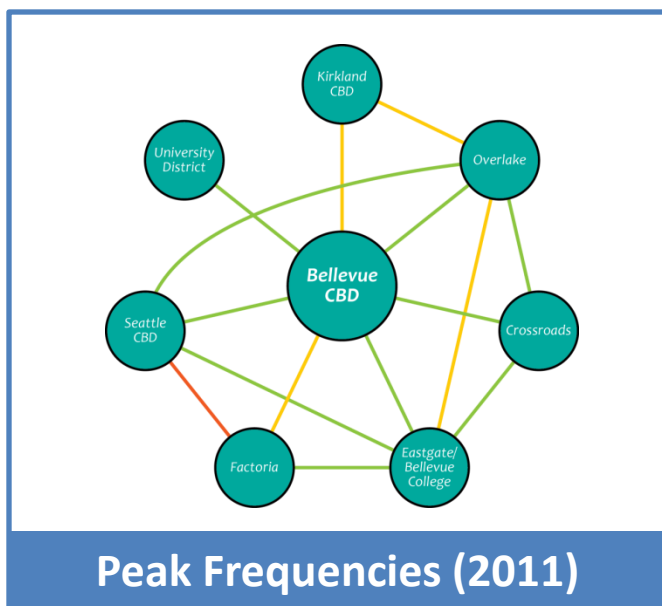


Greenway Trail



Ped/Bike

CAC vision builds on favorable transit LOS in the project area by enhancing speed & reliability of service to areas with greatest “geographic value.” The transit oriented development site is supported with a 142nd Place SE transit emphasis corridor to/through Bellevue College campus.



- Green indicates 1-10 minute headways
- Yellow indicates 11-20 minute headways
- Red indicates 21-30 minute headways



Eastgate/I-90
Land Use & Transportation Project

Transit Enhancements



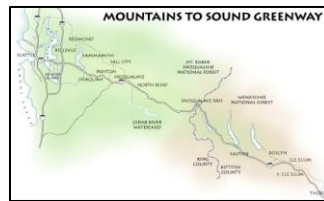
Arterial



Interstate



Transit



Greenway Trail



Ped/Bike

CAC vision enhances the environment for walking and cycling with a continuous, safety oriented system of sidewalks and bikeways that provide convenient access to schools, activity centers, transit routes, parks and other recreation areas, there increasing citizens' mobility choices.



Conceptual illustration of MTSG Trail along SE 36th Street including median plantings.



Eastgate/I-90
Land Use & Transportation Project

Ped/Bike Connectivity



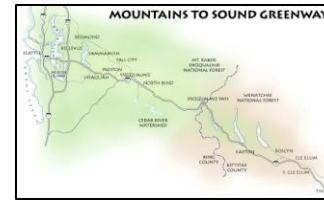
Arterial



Interstate



Transit



Greenway Trail



Ped/Bike

CAC vision arose out of a screening process that considered the extent to which these transportation projects “position the corridor to attract and leverage investment from other public and private sources and to capture opportunities that might arise from improved future economic conditions.” (Bellevue City Council Principle for Eastgate/I-90 Project).



King County



Bellevue has a history of successfully partnering with these entities on large highway, transit, roadway, and non-motorized projects.



Eastgate/I-90
Land Use & Transportation Project

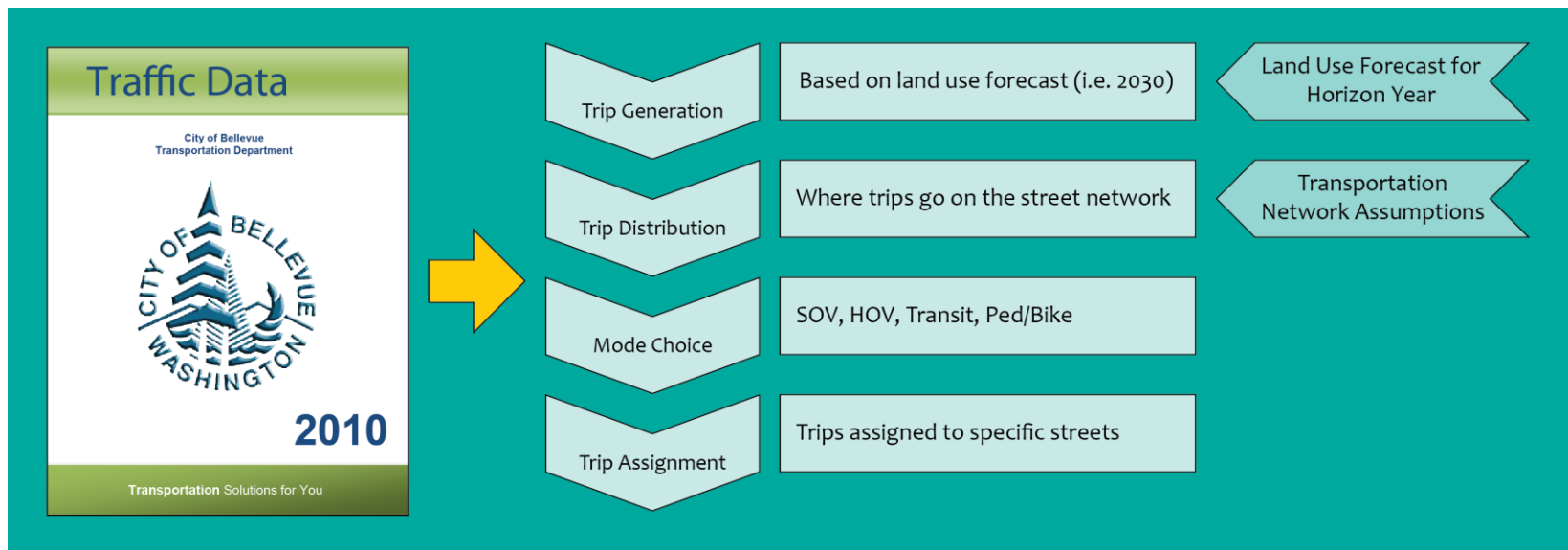
Partnerships



Traffic Assessment



Eastgate/I-90
Land Use & Transportation Project



	DELAY (SEC)		DESCRIPTION
A	0-10		Most vehicles arrive during the green phase and so do not stop.
B	10-20		More vehicles stop than with a LOS A, but many still do not need to stop.
C	20-33		The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	33-55		The influence of congestion is noticeable, and most vehicles must stop.
E	55-80		Most, if not all, vehicles must stop; drivers consider the delay excessive.
F	80+		Vehicles may wait through multiple cycles to pass through the intersection.



Corridor-Wide Residential Population Comparison

Existing (2008)



2030 No Action Land
Use Alternative



2030 Preliminary
Preferred Land Use
Alternative



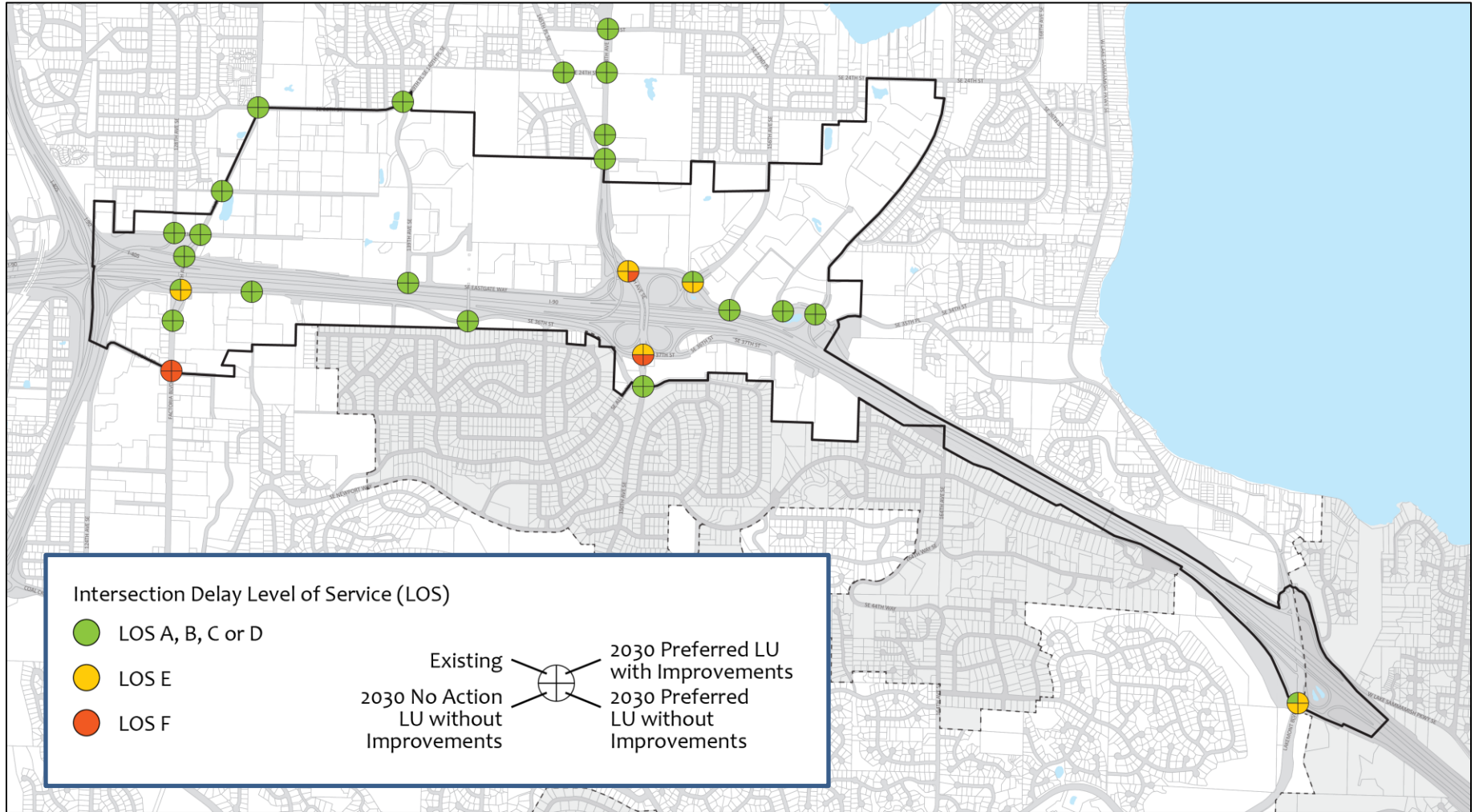
 = 200 Residents

Note: Numbers incorporate all affected TAZs; study area somewhat smaller.

Corridor-Wide Employment Comparison



Note: Numbers incorporate all affected TAZs; study area somewhat smaller.



Total Entering Volume in PM Peak Hour (Weekday)

Existing (2009)



2030 No Action Land
Use on 2009 Network




2030 Preferred Land Use
Without Improvements



2030 Preferred Land Use
With Improvements



 = 10,000 Vehicles

Note: Volume data from 44 intersections (approximately half are outside project area).

Average Delay in PM Peak Hour (Weekday)

Existing (2009)



2030 No Action Land
Use on 2009 Network



2030 Preferred Land Use
Without Improvements



2030 Preferred Land Use
With Improvements



 = 5 Seconds/Vehicle

Note: Delay data from 44 intersections (approximately half are outside project area).

- 1. Regardless of any land use decision, I-90 is going to continue to be a corridor of regional significance and vehicular demand in Eastgate will increase to a level where multimodal improvements are necessary.**
- 2. The CAC's project list includes targeted capacity improvements that will accommodate future traffic growth and result in measurable improvements over existing conditions at "choke-point" intersections in the corridor.**
- 3. The outcome of this assessment is a land use vision supported by transportation strategies that will promote community livability and reinforce the corridor as an economically vibrant focal point that serves a gateway to the City of Bellevue.**



Next Steps



Eastgate/I-90
Land Use & Transportation Project

- **CAC is poised to complete its work and recommendations**
- **Council will receive the CAC's final report this spring and provide initial direction to staff and commissions (Planning and Transportation Commissions)**
- **Comprehensive Plan Amendments (CPAs) could occur in 2012**
- **Land Use Code and Zoning Map Amendments would follow CPAs**
- **Transportation Commission is considering Eastgate transportation projects in conjunction with the 2013-2024 Transportation Facilities Plan process now underway**
- **Partnerships with other organizations will continue (Bellevue College, Mountains-to-Sound Greenway Trust, WSDOT, Sound Transit, King County)**
- **"Early wins" – Some aspects have already advanced:**
 - **Scenic Byways funding received for design of the Mountains-to-Sound Trail**
 - **Lakemont Interchange improvements are in design and will be completed in 2013**

www.bellevuewa.gov/eastgate-corridor.htm



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Transportation Department

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Eastgate/I-90
Land Use & Transportation Project

Additional Information